

Message Text

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15

ACTION FMC-04

INFO OCT-01 NEA-14 ISO-00 CIAE-00 COME-00 DODE-00 DOTE-00

EB-11 INR-10 NSAE-00 RSC-01 CG-00 COA-02 DLOS-07

SWF-02 TRSE-00 OMB-01 L-03 AID-20 DRC-01 /077 W

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R 090810Z MAY 74

FM AMCONSUL KARACHI

TO SECSTATE WASHDC 8085

INFO AMEMBASSY ISLAMABAD

AMCONSUL LAHORE

UNCLAS KARACHI 1049

E.O. 11652: N/A

TAGS: ETRN, PK

SUBJECT: KARACHI PORT DETENTION SURCHARGE AND
GENERAL PORT CONDITIONS

REF : STATE 073629 (NOTAL)

1. REFTEL MENTIONED RECEIPT BY FEDERAL MARITIME COMMISSION OF NOTIFICATION FROM INDIA-PAKISTAN-BANGLADESH OUTWARD FREIGHT CONFERENCE OF INCREASE FROM 15 PERCENT IN PORT DETENTION SURCHARGE TO 20 PERCENT AS OF MARCH 7, 1974. FROM INVESTIGATION WITH SHIPPING AGENTS AND KARACHI PORT AUTHORITIES APPEARS NO SUCH INCREASE IN SURCHARGE TOOK PLACE. IN FACT, ON APRIL 8, 1974, EUROPE-INDIA-PAKISTAN-BANGLADESH CONFERENCE REDUCED KARACHI PORT SURCHARGE FROM 15 PERCENT TO 10 PERCENT, OWING TO IMPROVEMENT IN BERTHING SITUATION AT KARACHI. ALSO ON APRIL 8 JAPAN-INDIA-PAKISTAN-GULF-JAPAN CONFERENCE REDUCED ITS KARACHI PORT SURCHARGE FROM 15 PERCENT TO 10 PERCENT "IN VIEW OF THE RECENT REDUCTION IN THE WAITING FOR A BERTH AT KARACHI." CONGEN WAS ALSO INFORMED MAY 8 THAT WEST COAST-INDIA - EAST COAST USA CONFERENCE HAD JUST REDUCED KARACHI SURCHARGE FROM 20 PERCENT TO 12 PERCENT ON BASIS IMPROVED PORT CONDITIONS.

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2. SHIPPING AGENTS AND KARACHI PORT TRUST AUTHORITIES
AGREE CONGESTION AT KARACHI PORT HAS BEEN REDUCED
CONSIDERABLY OVER LAST COUPLE MONTHS WITH AVERAGE
WAITING TIME FOR BERTH NOW ABOUT FIVE DAYS. NUMBER OF
SHIPS WAITING OFF KARACHI VARIES FROM ABOUT 10 TO 15.

3. PART OF IMPROVEMENT IN PORT CONDITIONS HAS COME
ABOUT THROUGH DIMINISHED PRESSURE ON PORT FROM BULK
WHEAT AND FERTILIZER IMPORTS, WHICH HAS IN TURN ALLOWED
MORE BERTHING SPACE FOR GENERAL CARGO. SECOND
SIGNIFICANT REASON FOR IMPROVED PORT CONDITIONS HAS
BEEN SUCCESS OF DOCK LABOR BOARD IN GETTING DOCK LABOR
UNIONS TO AGREE TO TONNAGE NORMS AND INCENTIVE PAY FOR
RICE AND CEMENT LOADING, WHICH, ACCORDING KPT, HAS
RESULTED IN NEAR DOUBLING OF TONNAGES HANDLED PER DAY.
DOCK LABOR BOARD STILL UNABLE INSTITUTE INCENTIVE PAY
SCHEME FOR GENERAL CARGO, OWING RELUCTANCE UNIONS TO
ACCEPT REALISTIC TONNAGE NORMS.

4. KPT HAS ALSO BEEN MAKING EFFORT REDUCE VERY HIGH
PILFERAGE RATE AT KARACHI THROUGH STRICTER PORT
SECURITY BUT OUTCOME THESE EFFORTS STILL INCONCLUSIVE.
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